

NO EXHAUSTION IS LIKELY IN SOURCE OF RUBBER SUPPLY

The last few weeks have seen hundreds of columns of newspaper and magazine space used to record the action of the Government in restricting the importation of crude rubber. In some cases, this has led to an erroneous belief that the Government's action was due to a threatened scarcity of the raw product. Others have been led to believe that the Federal action will necessarily result in a serious shortage of crude rubber. As a matter of fact, each opinion is far from correct.

The Miller Rubber Company, of Akron, Ohio, for twenty-seven years an important manufacturer of rubber products, is doing its utmost to enlighten the general public concerning the rubber situation as it really exists.

Explains Situation.

A statement just issued by the Miller company says:

"In these hot, rainy climates of dense humidity where rubber trees thrive, there seems no end to the source of supply. The same situation exists in practically all of the rubber producing countries—South America, Central America, Mexico, Africa, and the Indo-Malay regions.

"The varieties of trees, shrubs,

plants and vines which discharge the rubber sap are numbered in the hundreds. One of the smallest and most common is the pasture milkweed, and the greatest, the mammoth Hevea Brasiliensis tree. Not infrequently the latter attains a height of 120 feet, and from this huge specimen we get 'later' or congenialia of the Para.

"The words 'india rubber' were first applied to that substance by the Indians of the Amazon valley called 'Cabuchu'. Obviously, our name 'caoutchouc' is derived from the native tongue, and in many localities it has come to be looked upon as denoting the pure uncommercialized product.

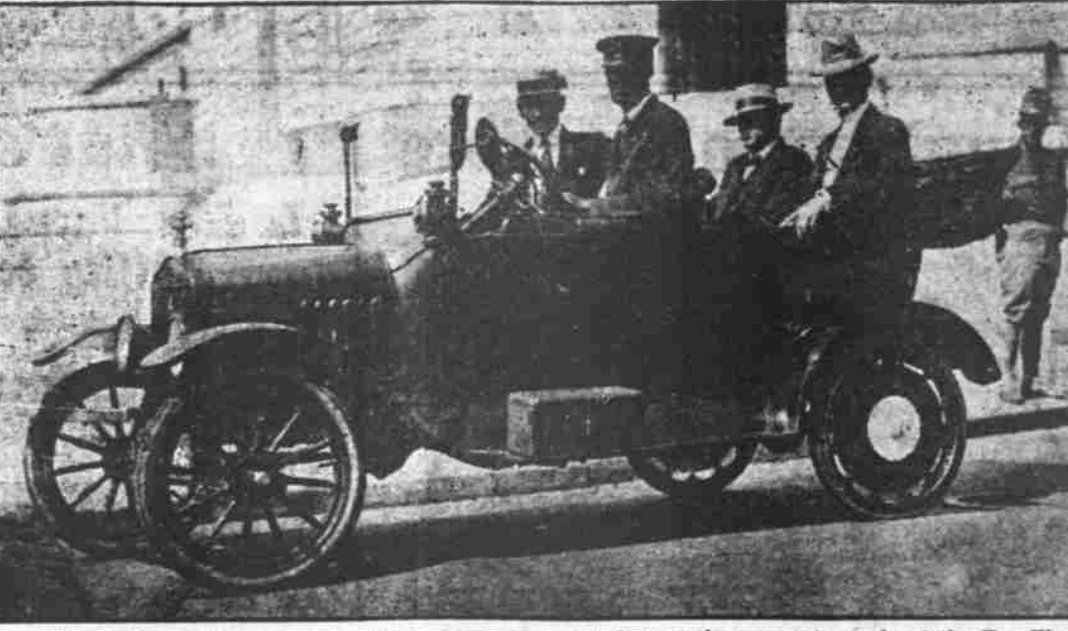
Wild Rubber Payer.
"Another erroneous impression exists that 'wild' rubber is superior to 'plantation' or cultivated rubber. Wild rubber is often too dirty and varies greatly in quality and shrinkage, while plantation rubbers are generally clean, of uniform quality, and consequently of little or no shrinkage.

"In this connection it is interesting to note that it is highly probable that were the United States for any reason to be cut off from its supplies of crude rubber, the product could be obtained locally. There are plants in California containing 2, 3, 7 and 10 per cent of rubber, and this means millions of pounds. The California council of defense is already investigating the situation exhaustively, and their final report will interest the whole world."

SENDS FIFTH AMBULANCE.

AUDUBON, Iowa, July 2.—The Audubon Woman's Club has given \$100 from its emergency fund to complete the amount necessary to send the fifth Audubon county ambulance to the French front. This is the club's third \$100 contribution to the ambulance fund.

Demonstrating Puncture-Proof Wheel



The Kolby resilient auto wheel is being demonstrated to Senator Smoot on the streets of Washington.

The wheel gets its resiliency from a tube holding 55 pounds' air pressure around the hub of the wheel, using a solid tire on the ground. It has taken five years of careful thought and study to make the wheel practical. The wheels were tried

out first on the mountain roads of the Far West. They are being manufactured in Detroit, Mich. James A. Kolby, president of the Kolby Wheel Company, stated that the wheel can be run 30,000 miles without a puncture or blowout. He and Ernest Hall, vice president of the company, are conducting the demonstrations here.

"ASK ME!" Questions Answered by BARNEY OLDFIELD

(Copyright, 1918.)

Q.—I have a 1917 Ford and in 100 miles driving I have burst three porcelain. Please give cause. The car pulls very well in low but does not pick up quick enough in high.

J. G. HILLHAM.

A.—Porcelain break because of high heat, poor material in the plug, running without water for any length of time or striking with wrench in screwing in plug. Good plugs made by any standard manufacturer should give satisfactory service if your ignition adjustment is good. It does not pick up in high either because the mixture is too lean, the ignition weak, trouble with second speed band or a drag on the engine.

Q.—I have a 1914 Ford which has developed a pronounced knock together with a clicking in the engine—especially when hot and when hill climbing. The engine loses power in hill climbing when hot but is all right cold on a level road. Repairmen tell me the main bearing is tight.—E. H. H.

A.—I cannot tell whether you refer to a spark knock, which has a metallic sound caused by the piston striking against the cylinder wall, or whether it is a loose push rod or some similar small part. The knock should be described—that is, whether dull or sharp, etc. Any engine will lose power if it runs too hot. Find out what is causing the overheating. A main bearing may be tight, but that hardly would give overheating trouble.

Q.—I have a White 1912 gas car which has a knock in the engine when carrying a heavy load. Have tried different needles for the carburetor and attribute the trouble to the low test gasoline being sold, as it had not developed previously. Would there be an advantage in changing carburetors? H. E. G.

A.—Why change carburetor without first finding out why the engine 'knocks'? On a heavy pull nearly every engine knocks if the gears are kept in high. Is it a spark knock you refer to or what? Find out what causes the knock. There is such a thing as a gas knock brought about by 'load'.

ing," but I cannot tell if this is your trouble.

Q.—I have a Ford which has been running O. K. until recently. Whenever I take out the plugs I find them oily and the engine occasionally skips. I got new valves. I recently removed the cylinder head for grinding the valves and cleaning carbon. It took six hours to grind three valves and then they were not all smooth. Please advise if valves will seat properly if there is a shiny, threadlike ring around them in the center and also how long should it take to grind a Ford valve.

A.—The length of time required to properly grind a set of valves depends on the condition of the valve seats and face and how fast you work. Four hours is good time. When starting use a coarse compound and finish with a fine compound. Both seat and face must have an even gray color with no black spots or rings.

It takes an experienced man to properly fit rings. The ring is slipped over the piston in three skids made of an old saw blade. The ring must be lapped on a level plate, sprinkled with emery dust and oil. In case it is too wide for the groove perfectly and have no up and down play. The end of the ring must have about 1-32 clearance when in the cylinder.

I cannot pick out any one ring as the best on the market. There are many good rings such as the Burd, Leak-proof, Splittorff, etc. If you can get some one to properly fit ordinary diagonally split rings you will not have any trouble, but under any conditions you will notice an improvement with one patent ring per piston.

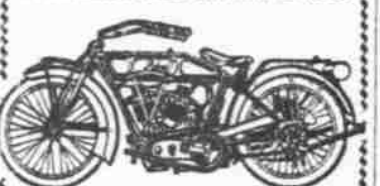
Q.—I want to grind the valves in my 1914 Ford. Please tell me how to do the job and how to fit piston rings. I also want to tighten my connection rods which are loose. Recently I put in an overhauled piston and rings but the No. 1 cylinder still leaks.—J. P. F.

A.—To grind valves take off the cylinder head and take out the valves. Spread coarse grinding compound lightly over the face of the valves and place in its regular position. Then with a lift and brace or a special valve grinder turn the valve on its seat. Keep this up for a minute after which remove the valve and clean it with gasoline. The valve must be twisting on ground back and forth until the seat and face have an even gray color. See above letter as to fitting piston rings.

If you wish to take up on the connecting rod bearings you will have to first remove the cap bolts. There is no other way out of the job. An overhauled piston improperly fitted or with poorly fitting rings will not cure oil pumping. Maybe your cylinders are scored in which case they will have to be restored.

Pershing says, "We want team work." Eat potatoes and save wheat. Don't leave it to your neighbor. We want team work.

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U. S. NAVY AVIATOR PRISONER IN GERMANY

Ensign George Thomas Roe, U. S. N., an aviation pilot of Scituate, Mass., is a prisoner at Camp Landschut, Germany.

On June 4, Admiral Sims reported that Roe had made a forced landing eighteen miles from the Dutch coast, while on a reconnaissance flight, and that he probably had been picked up by the enemy. Two enemy planes were seen in the distance.

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I have secured the franchise to sell Liberty cars in this territory.

The reason I wanted the franchise was that I wanted to buy for my own personal use the first Liberty car I rode in.

That first ride in the Liberty—it was not my Liberty either,—made me sit up straight and pay attention.

The difference in the Liberty is immediately noticeable in the way it rides and drives.

You will notice it, no matter how limited your experience may have been.

My wide experience told me in the first ten minutes that I had encountered an unusual car.

I determined, however, not to be swept off my feet.

I went at it to find out why there should be such a difference in the way the Liberty rides and drives.

I found, for instance, as Percy Owen, the President of the Liberty Company, says, that I sat in the car instead of on it.

The location of the steering wheel spelled complete comfort.

The control lever and switch were just where they ought to be.

The gear shifted with a finger touch.

The emergency brake could be set fast by a three-year-old tot.

The slightest pressure depressed the clutch.

I rode in the tonneau alone.

That's a test that destroys many a dream of easy riding.

Some cars have to have passenger-weight to hold the springs down.

It was not so with the Liberty.

Riding alone in the tonneau, I was just as easy as when I rode with two friends and no more so.

I did not stop here, of course.

The real test of a car is the personnel of the men who make it.

I went to the factory.

I can't tell you, here, all the fine things I found out.

But I want to tell you the story in person.

Briefly—there isn't even one stockholder in the Liberty Company who wasn't bred and broadened in the motor car business.

A half a dozen of the more active associates occupy positions of honor in the industry than which there are no higher.

They started out to build a car which would produce exactly the effect of surprise the Liberty did produce on me in the first ten minutes.

I am eager to show you that instead of over-stating, I have understated this Liberty difference in driving and riding.

When can I let you sit at the wheel and see and feel for yourself?

E. J. Helgeson.

Liberty Car Sales Co.

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